

STATE OF ISRAEL – SPECIAL REQUIREMENTS (Revised – May/2002)

SECTION 1 – INTRODUCTION

The manner in which the Israeli Civil Aviation Administration (CAAI) accepts aeronautical products from the United States is governed by the Israeli U.S. Bilateral Aviation Safety Agreement (BASA) which was effected December 19, 2000. The means of implementing the BASA is specified in its accompanying implementation procedures.

SECTION 2 – APPROVAL OF TYPE DESIGN

An Aircraft Type Certificate issued by the Israeli CAAI is a prerequisite in establishing eligibility of an aircraft for an Israeli Certificate of Airworthiness. An aircraft engine, propeller, or appliance intended for use in Israel must have its type design approved or accepted by CAAI.

The approval or acceptance of the type design of an aeronautical product involves a type design examination, which is the process that allows CAAI to gain knowledge of the product and ensure that the Israeli basis of certification has been met. The certification process is designed to take utmost advantage of the existing bilateral agreement by providing maximum credit as practicable to the FAA's type certification activities.

The regulations and standards applicable to design approval procedures are those of Israeli Air Navigation Regulations (ANR) Certification Procedures for Products and Parts.

An applicant for an Israeli Type Certificate shall make application through the FAA, with a request that the application and related information be forwarded to the Civil Aviation Administration of Israel (CAAI), Manager Engineering and Manufacturing Branch, P.O.Box 8, Ben-Gurion Airport 70150, Israel.

An early application is recommended in order to minimize delay and to provide ample time for the resolution of problems associated with type certification activities. Each application will be processed in order to establish the Israeli basis of certification and to determine the extent of the activities needed to complete the Israeli type certification. The applicant and the FAA will subsequently be advised of any required type certification with the objective of assuring compliance with the Israeli Air Navigation Regulations (ANR), Certification Procedures for Products and Parts, avoiding duplication of efforts and utilizing FAA knowledge and expertise to the extent possible.

2.1 AIRCRAFT, AIRCRAFT ENGINE, PROPELLER

- (a) Designed and Manufactured in the U.S.

All U.S. aircraft types not previously accepted for use in Israel, require an Israeli Aircraft Type Certificate prior to the aircraft being eligible for an Israeli Certificate of Airworthiness.

With few exceptions, such as unusual designs, it is the current policy of CAAI to accept

FAA Type Certificates issued for ([Title 14 of the Code of Federal Regulation {14 CFR} Parts 23, 27, 33, and 35]) products as an acceptable Israeli type design approval.

([Title 14 of the Code of Federal Regulation part 23]) commuter category aeroplanes, ([14 CFR part 25/14 CFR part 29]) transport category aircraft intended for commercial operation, are subject to a type design examination and approval by CAAI. Upon establishing compliance with the Israeli basis of certification, an Israeli Type Certificate will be issued for the product category.

CAAI will advise the U.S. applicant, through the FAA, of Additional Technical Conditions. These Additional Technical Conditions are the requirements, including Special Conditions, Israeli Additional Airworthiness Requirements, and environmental requirements, that might be specified by CAAI in addition to the FAA basis of certification to assure compliance with the Israeli basis of certification.

Upon application, a corresponding Israeli Type Certificate will be issued for these products based on the FAA Type Certificate and FAA Statement of Compliance with the Israeli Basis of Certification.

(b) Aircraft Engines and Propellers Designed and Manufactured in the U.S.

Aircraft engines and propellers installed on aircraft contemplated for export to Israel are accepted as part of the Israeli type certificated aircraft, prior to being imported to Israel and do not require a separate Israeli Type Certificate.

(c) Engines and propellers that were not accepted during a process of issuance of a type certificate for an imported aircraft, must be issued an Israeli Type Certificate in accordance with para. 2.1 (a).

(d) Aircraft Designed and Manufactured in Third Countries.

Aircraft which were designed and manufactured in a third country require an Israeli Type Certificate in order to be eligible for import to Israel. The third country must have a bilateral agreement with the FAA and CAAI covering the same class of products. The FAA must certify that each aircraft :

- (1) Conforms to the CAAI-approved type design, as specified in the CAAI Type Certificate Data Sheet, and any additional Supplemental Type Certificates approved by the CAAI, as notified;
- (2) Is in condition for safe operation, including compliance with all applicable Israeli and U.S. Airworthiness Directives, as notified;
- (3) Has been properly maintained using approved procedures and methods during its service life (evidenced by logbooks and maintenance records);
- (4) Meets all additional requirements prescribed by the CAAI, when notified; and
- (5) The FAA Export Certificate of Airworthiness includes a statement :

“The [INSERT MODEL & SERIES] covered by this certificate conforms to the type design approved under CAAI Type Certificate Number [INSERT TYPE CERTIFICATE NUMBER AND TCDS REVISION LEVEL], and is found to be in condition for safe operation”, and/or any other “import requirements” [text as specified in the Israeli Type Certificate Data Sheet”].

2.2 Appliances

Appliances manufactured under an FAA-issued a Technical Standard Order (TSO) authorization to an applicant located in the United States do not require a separate CAAI approval where the TSO has been adopted as the Israeli standard. The FAA- issued TSO authorization is accepted by the CAAI without any further review.

2.3 Parts Manufacturing Approval (PMA)

Parts manufactured in the USA under an FAA- PMA , are accepted by CAAI without further Review.

2.4 Supplemental Type Certificate (STC)

- (a) FAA Supplemental Type Certificates which were incorporated on an aircraft contemplated for export to Israel.

STCs incorporated on an aircraft contemplated for export to Israel may be accepted by reference to the aircraft FAA Export C of A dependent upon the complexity of the change in type design, the product affected, the product category and the State responsible for initial type design.

- (b) FAA Supplemental Type Certificates intended for incorporation on Israeli registered aircraft.

An FAA STC intended for incorporation on an Israeli registered aircraft or on an aeronautical product that is installed on an Israeli registered aircraft requires the approval or acceptance by CAAI. The STC is subject to examination by CAAI, and the extent of review is dependent upon the complexity of the change in type design, the product affected, the product category and the state responsible for initial type design. An applicant seeking approval or acceptance of an FAA STC, or issuance of a corresponding Israeli STC, should contact CAAI through the FAA for detailed information and requirements.

2.5 Israeli CAAI Contact

All questions relating to Israeli type design approval of aeronautical products, as specified in Section 2 above, should be addressed to :

Manager, Engineering and Manufacturing Branch
Civil Aviation Administration of Israel
Airworthiness Division
P.O.Box 8
Ben-Gurion International Airport, Israel 70150

Facsimile: (972) 3 9774592
Telephone: (972) 3 9774529 / 9774540

SECTION 3 – CAAI CONDITIONS FOR ACCEPTANCE OF AERONAUTICAL PRODUCTS

The installation of (FAA) Class II or III products, which include TSO and PMA parts, on an Israeli registered aircraft or on an aeronautical product that is installed on an Israeli registered aircraft must be done in a manner acceptable to CAAI. Where the installation constitutes a major modification, the installation should be done in accordance with data approved or specified by CAAI.

Clarification on the acceptability or eligibility of a product for installation on an Israeli registered aircraft or on an aeronautical product installed on an Israeli registered aircraft may be directed to CAAI.

3.1 (FAA) Class I Aeronautical Products New Aircraft, Aircraft Engine, Propeller

- (a) The CAAI shall accept FAA Export Certificates of Airworthiness on new aircraft, aircraft engines and propellers, only when the FAA certifies that each aircraft, aircraft engine and propeller:
 - (1) Conforms to a type design approved by the CAAI, as specified in the CAAI's Type Certificate Data Sheet, and any additional Supplemental Type Certificates approved/accepted by the CAAI [NOTE: Except under the conditions stated in paragraph 3.1(c)(2)].
 - (2) Is in a condition for safe operation, including compliance with applicable Israeli and U.S. Airworthiness Directives as notified;
 - (3) Meets all additional requirements prescribed by the CAAI, when notified; and
 - (4) Has undergone a final operational check (only for aircraft engines and propellers).
- (b) All aircraft, aircraft engines, and propellers exported to Israel with FAA airworthiness approval will have an FAA Form 8130-4, Export Certificate of Airworthiness, issued in accordance with the requirements of 14 CFR Part 21, Subpart L.
- (c) The Export Certificate of Airworthiness should contain a statement such as :
 - (1) For Aircraft

“The [INSERT MODEL & SERIES] covered by this certificate conforms to the type design approved under CAAI Type Certificate Number [INSERT TYPE CERTIFICATE NUMBER AND TCDS REVISION LEVEL], and is found to be in condition for safe operation’, and/or any other “import requirements” [text as specified in the Israeli Type Certificate Data Sheet].
 - (2) For aircraft engines and propellers that were accepted by CAAI during the process of issuance a type certificate for a particular aircraft and provided it has been verified that these aircraft engines and propellers type/models are listed on that aircraft TCDS.

“The [INSERT AIRCRAFT ENGINE OR PROPELLER], covered by this certificate conforms to the type design approved under FAA Type Certificate Number [INSERT TYPE CERTIFICATE NUMBER, AND TCDS REVISION LEVEL], and is found to be in a condition for safe operation and has undergone a final Operational check”, and/or any other “import requirements” [text as defined by the Israeli CAAI].

- (3) Aircraft engines and propellers that were not accepted during the process of issuance of an Israeli Type Certificate for an imported aircraft MUST BE FIRSTLY ISSUED WITH AN ISRAELI TYPE CERTIFICATE.

The Export Certificate of Airworthiness should contain a statement such as:

“The [INSERT AIRCRAFT ENGINES OR PROPELLERS] covered by this certificate conforms to the type design approved under CAAI Type Certificate Number [INSERT TYPE CERTIFICATE NUMBER AND TCDS REVISION LEVEL], and is found to be in condition for safe operation’, and/or any other “import requirements” [text as specified in the Israeli Type Certificate Data Sheet].

3.2 (FAA) Class II Aeronautical Products – Parts and Appliances

For Class II Products imported from the United States, the Israeli CAAI will accept as proof of conformity to the Israeli design data, an FAA Airworthiness Approval Tag, FAA Form 8130-3, that by its issuance certifies each part :

- (1) Is eligible for installation in a product or appliance which has been granted a CAAI design approval.
- (2) Meets all additional requirements prescribed by the CAAI, when notified.

3.3 (FAA) Class III Aeronautical Products – Standard Aircraft Parts and Materials

Standard aircraft parts and materials are eligible for installation on Israeli registered aircraft where the product:

- (1) conforms to the design data for the aeronautical product which they are a part or component; or
- (2) conforms to a recognized government or industry national standard (e.g., AN, SAE, NAS, etc.);
- (3) is identified with the manufacturer’s name and part number, either on the product or the packaging whichever is appropriate; and
- (4) is in a condition for safe operation.

CAAI will accept as proof of conformity an original manufacturer’s release document with a statement certifying the product conforms to its recognized standard or specification.

3.4 Used Aircraft for which there has been a Design Approval granted by the CAAI

- (a) The CAAI shall accept Export Certificates of Airworthiness on used aircraft for which either the United States or Israel is the State of Design, for import into Israel for airworthiness certification when the FAA certifies that each used aircraft:
 - (1) Conforms to the CAAI-approved type design, as specified in the CAAI Type Certificate Data Sheet, (for STC's refer to Section 2.4 Para. A)
 - (2) Is in condition for safe operation, including compliance with all applicable Israeli and U.S. Airworthiness Directives, as notified;
 - (3) Has been properly maintained using approved procedures and methods during its service life (evidenced by logbooks and maintenance records);
 - (4) Meets all additional requirements prescribed by the CAAI, when notified; and
 - (5) The FAA Export Certificate of Airworthiness includes the statement in para. 3.1 (c).
- (b) The CAAI shall also accept the FAA Export Certificate of Airworthiness for used aircraft manufactured in a third country when that third country has a bilateral agreement with the FAA and CAAI covering the same class of product, and the conditions of paragraph 3.4 (a) (1) through (5) have been met.
- (c) The CAAI may also request inspection and maintenance records which include, but are not limited to the original or certified true copy of the Export Certificate of Airworthiness issued by the FAA; verifying records which ensure that all overhauls, major changes, and repairs were accomplished in accordance with approved data; and maintenance records and log entries which substantiate that the used aircraft has been properly maintained throughout its service life to the requirements of an approved maintenance program.

SECTION 4 - TECHNICAL LITERATURE AND MANUALS

4.1 Each aircraft exported to Israel must be accompanied by:

- (a) An Export Certificate of Airworthiness that indicates an aircraft conformance status in relationship to its CAAI Approved Type Design. The export certificate of airworthiness should also list the Type Certificate Data Sheet number(s), make, model, and serial number of all engines and propellers installed on the aircraft being exported to Israel.
- (b) Photocopies of all STC's installed in the particular aircraft.
(Reference Section 2.4 Para. A).
- (c) FAA approved Airplane Flight Manual.
- (d) Weight and Balance Report with the Equipment List.
- (e) Aircraft , engine and propeller logbooks as applicable or other equivalent historical records.

- (f) A listing of all applicable airworthiness directives and a statement regarding their compliance status.
- (g) As applicable, a listing of FAA Form 337, Major Repair and Alteration, or equivalent.
- (h) List of incorporated Service Bulletins, if available as part of the aircraft records retained in accordance with 14 CFR 91.417(b)(1)

4.2 Engines and propellers exported to Israel must be accompanied by:

- (a) An FAA Export Certificate of Airworthiness.
- (b) List of all applicable Airworthiness Directives indicating status of compliance of each AD.
- (c) For turbine engines – list of life limited parts and discs records.
- (d) Historical records.

SECTION 5 - NOISE STANDARDS

- 5.** Either [[14 CFR part 36]] or ICAO Annex 16 are acceptable noise standards in Israel.

